

~~SECRET~~OXC - 2751
Copy 6 of 6

4 December 1961

MEMORANDUM FOR : The Record

SUBJECT :

25X1A

Project Meeting - 1 December 1961

1. Delivery Schedules:

(a) Since the report of 29 November 1961, anticipated delivery of certain initial production hardware has slipped. On 1 December the following picture was presented:

Unit No.	Proposed Application	Committed Delivery	Delivery Anticipated 29 November	Delivery Anticipated 1 December
Main Control				
1	Eng. Devp.	11/30/61	12/15/61	12/15/61
2	Eng. Devp.	12/31/61	12/21/61	12/31/61
3	M2 Flt.	12/31/61	12/28/61	1/15/61
4	M2 Flt.	12/31/61	1/3/62	1/16/61
Afterburner Control				
1	Eng. Devp.	11/30/61	12/6/61	12/11/61
2	M2 Flt.	12/31/61	12/26/61	1/5/61
3	M2 Flt.	12/31/61	12/30/61	1/11/61
Exhaust Nozzle Control				
1 and 2	M2 Flt.	12/31/61	12/31/61	12/31/61

(b) Reasons for this slippage appear to stem from (1) manufacturing delays caused by casting quality, (2) stringent inspection requirements and procedural delays, and (3) engineering change volume complicated by concurrency of the development and production efforts.

5K
 DOCUMENT NO. _____
 NO CHANGE IN CLASS.
 DECLASSIFIED
 CLASS CHANGED TO: TS S C
 NEXT REVIEW DATE: 2012
 AUTH. HR 70-2

~~SECRET~~

OKC-2751
Page 2

25X1A

25X1A

(1) The casting quality problem which has resulted in continuous repair and re-repair throughout the manufacturing cycle stems ultimately from the high temperature environment requirement dictating the use of AISI 434 steel rather than aluminum. In order to obtain steel castings certain steel foundries were selected from the steel industry which [] indicates is inexperienced in producing castings to aircraft quality standards characterized by thin walls and shallow draft angles coupled with tight dimensional and leakage tolerances. The problem is further complicated by engineering change which often requires the relocation of bosses. [] feels that this problem was solved in September with the casting vendor, however, in spite of continuous improvement in present and past delivered casting quality since the Spring 1961 delivery of those in question, final resolution of the problem will not be reflected in finished machined castings ready for assembly until February 1962. This timing places these new castings in the area of number 14 or 15 main controls scheduled for March 1962 delivery.

(2) Delays due to inspection procedure are characterized by a lack of expeditious disposition of off-color material and insufficient emphasis on parts quality level prior to delivery to the assembly floor.

(3) Because development problems have not been solved completely, additional volume and complexity of engineering changes are contributing to manufacturing delays.

25X1A

(c) The writer was assured by [] in the presence of [] that every effort is and will be made to minimize the effect of the above factors and to eliminate them where possible.

25X1A

SIGNED

[]
Development Branch
DPD-DO/P

25X1A

Distribution:

142-CM/DB/DPD
3-3N/TA/DPD
445-DB/DPD
6-RI/DPD

DPD/DB/ [] new

~~SECRET~~